

COUNTRY	East Germany	25X1	REPORT NO.	[REDACTED]	25X1
TOPIC	Oranienburg Airfield				
EVALUATION	[REDACTED]	25X1	PLACE OBTAINED	[REDACTED]	25X1
DATE OF CONTENT	9 to 29 September 1952				
DATE OBTAINED	[REDACTED]	25X1	DATE PREPARED	11 November 1952	
REFERENCES	[REDACTED]	25X1			
PAGES	4	ENCLOSURES (NO. & TYPE)			
REMARKS	[REDACTED]				

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- Between 9 and 16 September 1952, about 1,000 workers were employed at Oranienburg airfield. Gravel, crushed stones and cement continuously arrived at the field. Two trains with about 40 cars were observed arriving every day and being unloaded at the construction supply dump. [REDACTED]  
 The target date for the completion of the entire work at the field was not definitely fixed because it was not yet clear which additional work had to be done on the runway besides concreting. [REDACTED]
- On 11 September, excavation was completed in the northern extension of the runway. The excavated strip was 100 meters long and 5 to 40 cm deep, as could be determined from wooden pole markings and high tension masts. A strip of about 250 meters was excavated in the southern extension of the runway. Work was still in progress there.
- After 10 September, two concrete mixers were being used. At 6 p.m. on 15 September, source observed that two strips, each 250 meters long and about 3.5 meters wide, were completed along the west side of the runway beginning from the north. Between the two strips there was a space which was not yet concreted but provided with rails. Dump cars hauled construction material on these rails. A concrete mixing machine was also observed between the two strips. The old runway which was damaged in many spots was being covered with a new concrete layer. Its old concrete cover was removed with pneumatic hammers. The northern extension of the runway was not yet concreted because the excavated strip was still to be filled with gravel. The concreted sections of the runway were divided by boards, about 25 mm thick and placed about 8 meters apart, and covered with straw mats. They were continuously watered by groups of five women each. After seven days, the mats were to be removed. After removing the boards, the concrete rectangles were about 8 meters long and 3.5 meters wide. The concrete cover was about 15 cm thick. The drainage ditch along the western side of the runway was being filled with earth. The concrete slabs, which previously covered the ditch, were removed.

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4. [REDACTED]

5. [REDACTED]

[REDACTED] After 22 September, work was being done in three shifts, the first shift lasted from 10 p.m. to 6 a.m. An average of 40 carloads of construction material, such as crushed stones, gravel and cement, daily arrived at the construction material dump.

6. After 17 September, four mixing machines were being used while only two machines were previously employed. The two additional machines were set up about 1,000 meters from the northern end of the long runway. This indicates that concreting work was being done on two sites. At 4 p.m. on 29 September, source observed that the following sections at the first construction site were completed on the old runway beginning at its northern end: 166 sections, each 6 meters long and 2.5 meters wide, i.e. a length of 996 meters; 166 sections, each 6 meters long and 3.75 meters wide, i.e. a total length of 966 meters; and 50 sections, each 6 meters long and 7 meters wide, i.e. a total length of 300 meters. The slabs along the western section of the runway were 6 meters long and 2.5 meters wide. The other concrete strips consisted of concrete slabs 6 meters long and 3.75 meters wide. The following sections of the second construction site, about 1,000 meters south of the northern runway end, were completed: 71 sections, each 6 meters long and 2.5 meters wide, i.e. a total length of 426 meters; and 71 panels, each 6 meters long and 3.75 meters wide, i.e. a total sections of 426 meters. Boards 2 cm thick and 10 cm wide were placed in the concrete cover dividing it into rectangles. Later, another board was added in order to form an open joint 2.5 cm wide. The concrete cover was from 12 to 18 cm thick depending on elevations in the ground. The slow progress in concreting work was caused by frequent defects in the mixing machines. All of the machines were old ones which had been given a new coat of paint.
7. Before laying the new concrete cover on the old runway, tarred boards were laid on top of the runway. Up to about 20 September, asphalted cardboard without a sand cover was used, while, about late September, sand paper was used. The asphalted sections of the old runway were being covered with glue before the tarred board was put on top. Four pneumatic drills were still being used for opening damaged spots in the old asphalt and concrete cover. This work was sometimes slow and impeded concreting work.
8. Excavating work was still in progress in the southern extension of the runway. At noon on 29 September, source observed that a strip 300 meters long was excavated. Most of the workers assigned there were temporarily unloading cars. Although the southern extension was staked off for a length of 350 meters, the actual extension was probably only 300 meters long because all the workers were seen only along a 300-meter strip. Excavation work at the northern extension was completed for a length of 100 meters.
9. About three fourths of the concrete drainage ditch along the western side of the old runway was filled up by 20 September. Work was still in progress there.

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10. Surveying groups usually worked in the southeastern section of the field up to 27 September.

11. Horse-drawn vehicles were used for hauling construction material because there was a shortage of fuel at the field.

25X1 12. On 27 September, [redacted]  
25X1 [redacted] Five Soviet officers wearing black epaulets got out  
25X1 of the vehicle. They inspected all construction sites at the field together with the German construction staff on 27 September.

13. After 11 September, work also continued after nightfall; the area was illuminated. Material was being hauled from the concrete mixers to the construction sites.

14. The lighting installations at the field were put in operation for the first time on 11 September. Since that day, work also continued at night. Concreting work was in progress in the northern section of the runway, while excavating continued in the southern extension.

15. Five buildings which were separated by a fence from the other barracks installation in the Weisse Stadt settlement, south of Thaelmannstrasse, were occupied by workers at the field. These workers used a western entrance to  
25X1 the buildings. Air force soldiers were still quartered in the Hans Scharn School  
25X1 in the Weisse Stadt settlement.<sup>2</sup> [redacted]

16. According to workers employed at the field, the old runway was provided with a concrete cover 12 to 18 cm thick. A total of 12 Diesel locomotives were used at the field. Most of them were employed in the northern section. The soil excavated in the southern extension of the runway was being shoveled to form a wall about 50 meters long and 2 meters high just east of the southern end of the runway. On 24 September between 10 and 11 a.m., two Soviet officers with map cases were observed at the field.

17. At 4 p.m. on 25 September, furniture including cupboards tables and chairs, was being unloaded at the spur track near Annahof and near the hangar. A large number of barrels and large containers with an estimated capacity of 2,000 to 3,000 liters, steel flasks and oxygen bottles were stored near the spur track. The barriers and sentry boxes at the approach roads to the field near Annahof and at the Volten bridge were being renovated. However, no Soviet  
25X1 sentries were observed there. At 3 p.m. on 26 September, trains with construction  
25X1 material including sand were being unloaded at the field near the construction  
25X1 material sheds. From this observation, source inferred that the spur track had  
25X1 been extended as far as the material dump. About 5 p.m. on 30 September, [redacted]  
25X1 the Diesel locomotives and dumpcars were not in operation and that  
25X1 only a few workers were at the field. [redacted]

18. In September 1952, approximately the same number of pieces of laundry were turned in at the laundry in Oranienburg as during the month of August 1952.<sup>3</sup>

25X1 1. [redacted] Comment. The work force of about 1,000 men worked in three shifts after  
25X1 22 September 1952. In spite of some technical troubles, work apparently  
25X1 progresses to such a degree that the target date for the completion of the  
25X1 runway, which is fixed on 3 December 1952, will possibly be kept. The exact

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lengths of the northern and southern extension of the old runway have not been determined. From the details reported the ratio of concrete mixture is 1:4, while a ratio of 1:7 was reported from Worneuchen airfield. The information that the concrete cover is between 12 and 18 cm thick is believed to be correct. Senior Lieutenant Romanyenko (fnu) was previously reported from Oranienburg. He was previously observed in connection with construction staff "R" in Schorfheide. Wilhelminenhof which has been repaired was previously scheduled and billets for the German construction staff.

- 25X1 2. [REDACTED] Comment. The five buildings south of Thaelmannstrasse in the Weisse  
 25X1 Stadt settlement were reported previously. [REDACTED]  
 25X1 [REDACTED]  
 25X1 3. [REDACTED] Comment. This information indicates that the occupation in Oranienburg  
 has not changed.

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